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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland

ENCLOSURE ATTACHED
PLEASE ROUTE

REPORT

SUBJECT Polish Aircraft Factories: WSK Psie Pole and WSK Mielec brief data on layout & production

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The WSK Psie Pole plant is under the Central Administration of the Transportation Equipment Industry (CZWSK) of the Ministry of Machine Industry. The plant is situated about nine kilometers from Wroclaw (Breslau) off the Wroclaw-Warsaw highway. Bordering the plant are the Zaklady Metalowe Psie Pole (an ammunition factory) and a technical school which supplies skilled labor to the WSK.

2. The plant employs about 3,000 workers, usually in two shifts (the second on a part-time basis). Because of a reduction in orders the factory works at only half its potential capacity. Most of the workers live at a housing project on Liskiego Street, Wroclaw.

3. The factory produces aircraft engine parts for the Polish military industry. These parts are not fitted to the engines at the plant, but, the assembly is carried out at the WSK Rzeszow factory. The principal item produced by the WSK Psie Pole is a fuel pump for jet-propelled aircraft. This is a plunger pump (pompa nurnikowa) whose case (korpus) is made of Dural (Duralumin ?) and which includes parts of brass and special steel. The filter element is composed of grains 0.10 mm. in diameter, which are pressed at a certain temperature into a block. Monthly production of these pumps reached 150 sets but recently the output has been irregular. Reportedly this plant also exports some of these pumps but no details are available.

4. Apart from the above-mentioned item the plant also produces pinion-driven oil and water pumps. These pumps are also destined for jet-propelled aircraft.

5. Recently the general aim has been to increase civilian production and at present 50 percent of the output is already destined for the civilian market. The most important item in this line is an auxiliary motor for bicycles. Although production is based on local technical documentation it is, however, an exact replica of a French model. It was first planned to manufacture motorcycle engines but eventually it was decided to manufacture motors instead.

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6. The principal divisions of the factory are as follows:

   a. Maintenance shop
   b. Mechanical processing
   c. Metal workshop
   d. Plating shop
   e. Assembly shop
   f. Foundry
   g. Forge and hardening shop
   h. Laboratories
   i. Technical control
   j. Military technical control division

7. The equipment of the plant includes 500 metalworking machines, most of them of East German (WMW), Polish, and Czech make. Old equipment is gradually being replaced. It is known that a precision grinding machine [redacted] has been acquired recently. The equipment of the foundry includes four gas furnaces as well as equipment for pattern making. Reportedly, the foundry is to be expanded and new equipment installed. 25X1 25X1

8. The technical school near the Psie Pole plant awards certificates and trains young workers in specific trades for the above-mentioned factory. There are 800 students part of whom board at the school. The course extends over five years, and covers the following subjects:

   a. Mechanical processing
   b. Metallurgy
   c. Flight instruments
   d. Protective plating

9. The school also has a two - year evening course for adults, but the graduates of this course are not given certificates. The school area is surrounded by a fence and a guard at the gate checks entry permits. The practical part of the course is done at the workshops of the plant itself. The equipment of the school includes about 100 metalworking machines of East German make, most of them modern, as well as a large number of instruments for testing the quality, strength, and resistance of materials.

10. The WSK Mielec plant is a prewar plant which was subsequently greatly enlarged by the Poles, who invested large sums for this purpose. It also is subordinate to the CZWSK.

11. The plant manufactures the hull and wings of FAGOT (MIG-15) aircraft and installs the engine and flight instruments (engines are produced by the WSK Rzeszow). Aircraft leaving the plant are ready for use. In the summer of 1955 it was stated that the production was to be switched to a newer type (possibly FRESCO-MIG-17) with greater speed. One aircraft of this type (?) was brought to the plant from the USSR to serve as a model.

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12. The factory employs about 6,000 to 7,000 workers, including a considerable number of military personnel who supervise every phase of the production process. The plant does not manufacture anything for the civilian market. Near the factory is a technical school similar to the one at the WSK Psie Pole.

13. The metal workshop is one of the most important in the plant and consists of the following divisions:

a. Division for the production of fuel and reserve fuel tanks (made of Dural).
b. Division for the production of aircraft frames (podwozie).
c. Chief machanic's division and tool-making shop.

14. The following shops are located in hangers: (Numbers 4 to 8 on the sketch):

a. Workshop for production of wings.
b. Workshop for the production of hulls (kadlubownia).
c. Hardening shop.
d. Wing and hull assembly.
e. Frame assembly.
f. Assembly of flight, communication, and radar instruments, and installation of gauges. (These instruments are not manufactured by the plant.)
g. Engine assembly (produced by WSK Rzeszow).
h. Electric installation.
i. Cockpit installation.
j. Armament installation.
k. Hull varnishing shop (transparent coating).

15. On completion of final assembly, preliminary tests of the hermetic sealing of the cockpit, armament, and instruments are held. The aircraft is then shifted to a special area where the engine is given a stationary test. The aircraft is fastened to the ground, the engine is started and kept running for half an hour while additional tests of various instruments are made. During all these tests, members of the Military Control are present. The aircraft is then transferred to the airfield for a test flight (the test pilots are air force officers) and is later returned to a parking apron or put into nearby hangars, pending its taking-over by representatives of the air force.

16. Some of the details on the production process are as follows:
a. The hull and wings of the aircraft are made of double sheets of Duralumin . An empty space is left between the two layers which serves as insulation against frictional heat generated in flight. During work thin paper is stuck on the sheets to prevent scratches which might develop into breaks during flight. After the mechanical processing (all presses and other machines for this purpose are of modern Soviet-make) the sheets undergo a special hardening treatment.

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b. The cockpit walls are made of transparent Plexiglass (manufacturer unknown) with a thickness of 60 mm. in front and 4 mm. at the sides.

c. The ejector mechanism (katapulta) for the pilot's seat is produced at an unspecified plant. On one occasion an experiment was conducted at the plant by putting a sandbag on the pilot's seat, which was thrown into the air when the catapult was activated.

d. The plant also produces oxygen containers for pilots, and refills empty ones.

e. [redacted] 25X1

f. The cost of labor (without materials) amounts to three million zlotys per aircraft.

g. The monthly production of the plant is from 10 to 15 aircraft . 25X1

17. Sketches of WSK Psie Pole (A) and WSK Mielec (B), with legends [redacted]

1. [redacted] Comment: Now the Ministry of Heavy Industry.

[redacted]

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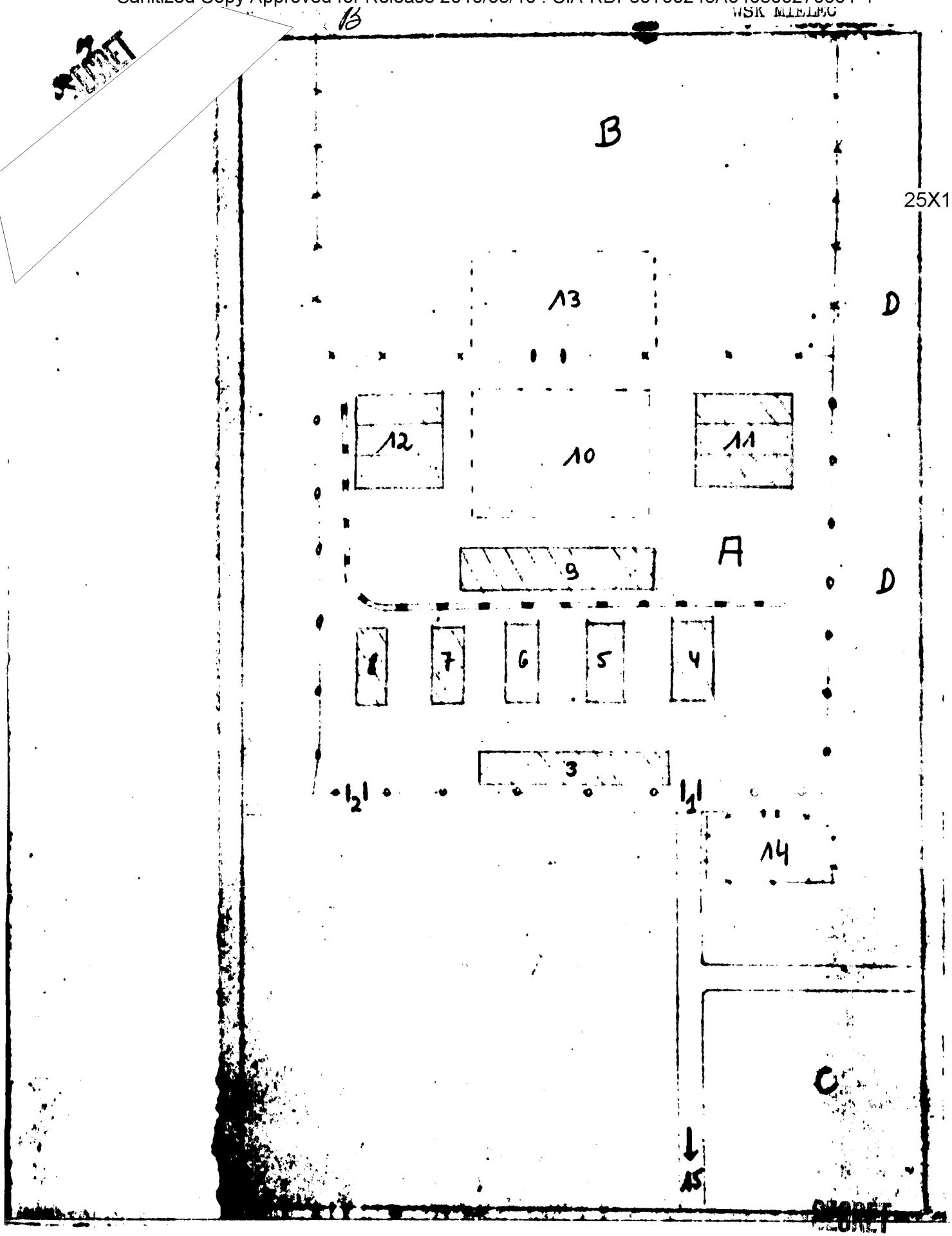
[redacted]



Legend to sketch A

A. WSK Psie Pole

B. Zaklady Metalowe Psie Pole

C. Technical Trade School near WSK Psie Pole

D. Psie Pole village

1. Main building of the factory. Four stories at the center (siren on roof) and three stories at the wings. The building houses the maintenance shop, mechanical shop, assembly shop, plating shop, all technical offices - chief engineer, chief technologist, chief constructor - and tool-making shop.

2. Management building (two stories)

3. Vehicle gate

4. Gate for pedestrians

5. Gate

6. Entry permit office

7. Duralumini[redacted] and brass foundry

8. Forge and hardening shop

9. Stores

10. Boiler plant

11. Boarding house for students (two-story building)

12. Dining halls

13. Gate

14. Lecture halls (three-story building)

15. General hall (?)

16. Gymnasium

17. Workshops (two-story building), first floor houses mechanical workshop.

18. Engine shop

19. Thermal treatment

20. Railroad line in the direction of Wroclaw

21. Railroad line in the direction of Warsaw

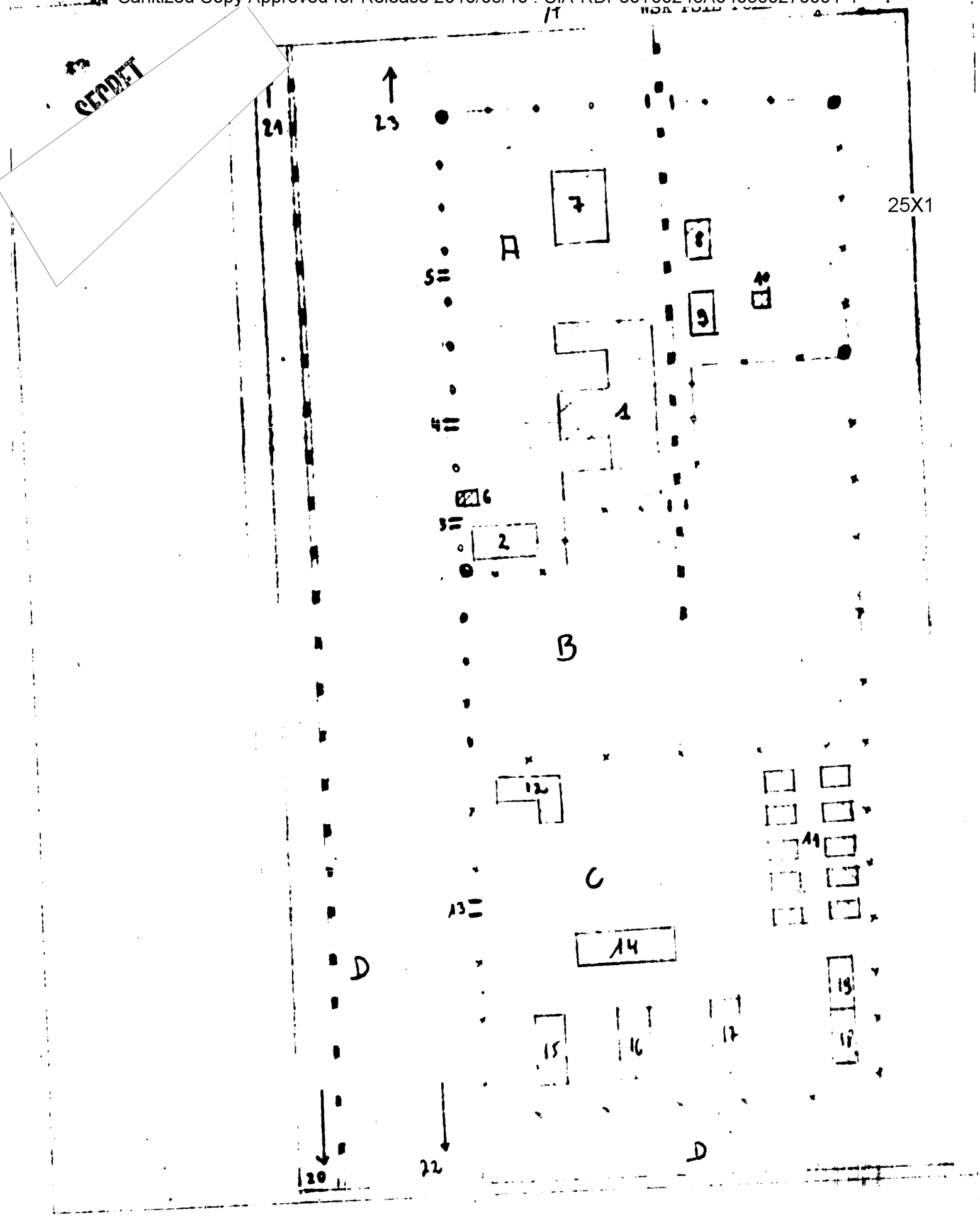
22. Road in the direction of Wroclaw (distance about 9 kilometers)

23. Road in the direction of Zakrzow

2.5 meter high concrete wall topped with barbed wire

Barbed wire

Watch towers with searchlights



Legend to sketch B

A. Plant area of WSK Mielec

B. Military airfield near plant (concrete runway)

C. Workers' quarter called Mlody Robotnik

D. Wooded area

1. Main gate

2. Auxiliary gate

3. Management building (three-story red brick building)

4 - 8. Hangars serving as workshops. Nos. 4 and 5 are new hangars while the others are prewar structures.

9. Metal working shop (new 200 x 50 meter building)

10. Concrete parking apron for aircraft ready for test

11 and 12. Hangars

13. Hardstand for stationary engine tests

14. Technical trade school near WSK Mielec

15. Road in the direction of Mielec

x x x x Barbed wire fence

o o o o 2.5 meter high concrete wall

Railroad line (starting point of line outside plant unknown)